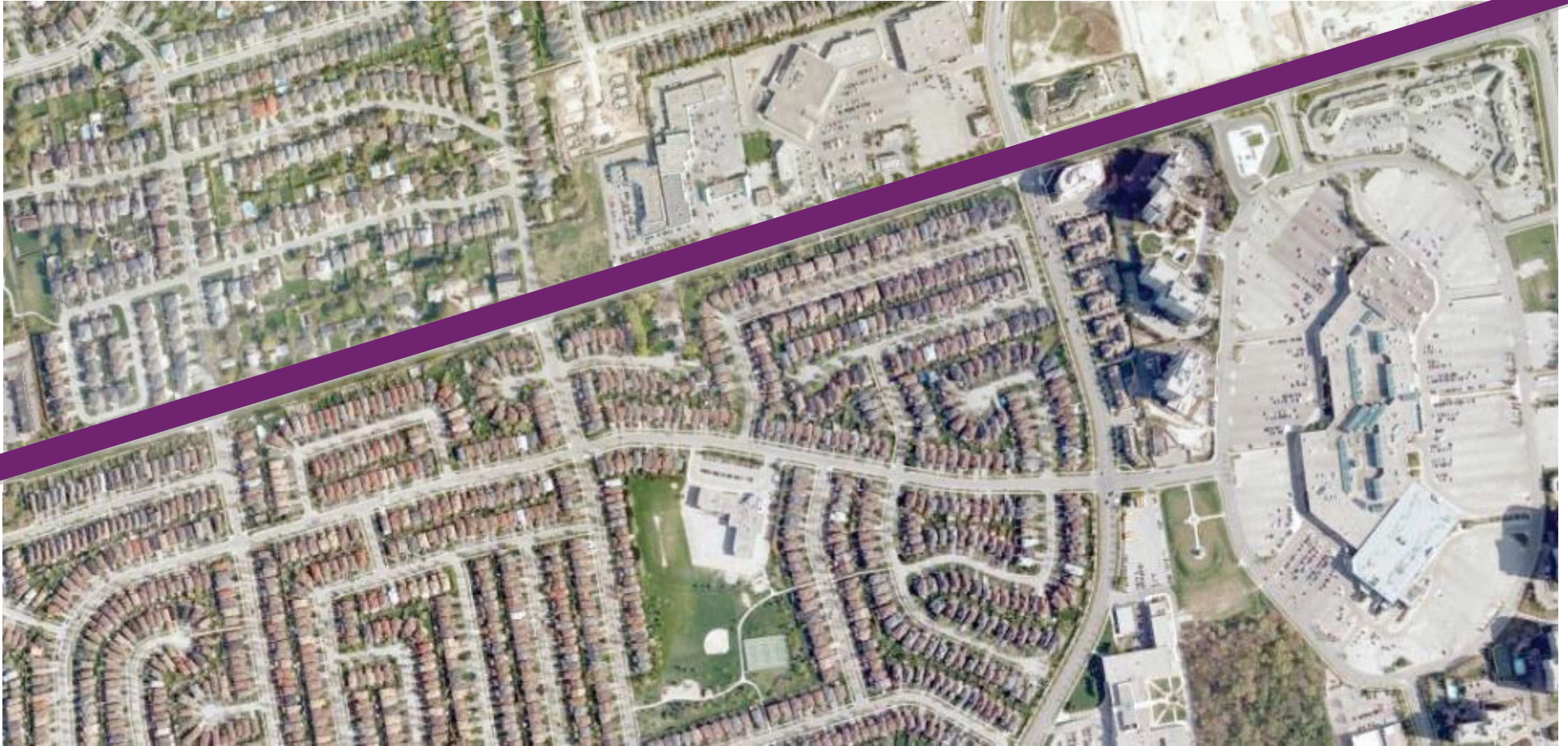


workshop **one**



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Presentation Outline:

Urban Design Framework: The BIG MOVES

ANATOMY OF A GREAT STREET

12 KEY INTIAL OBSERVATIONS

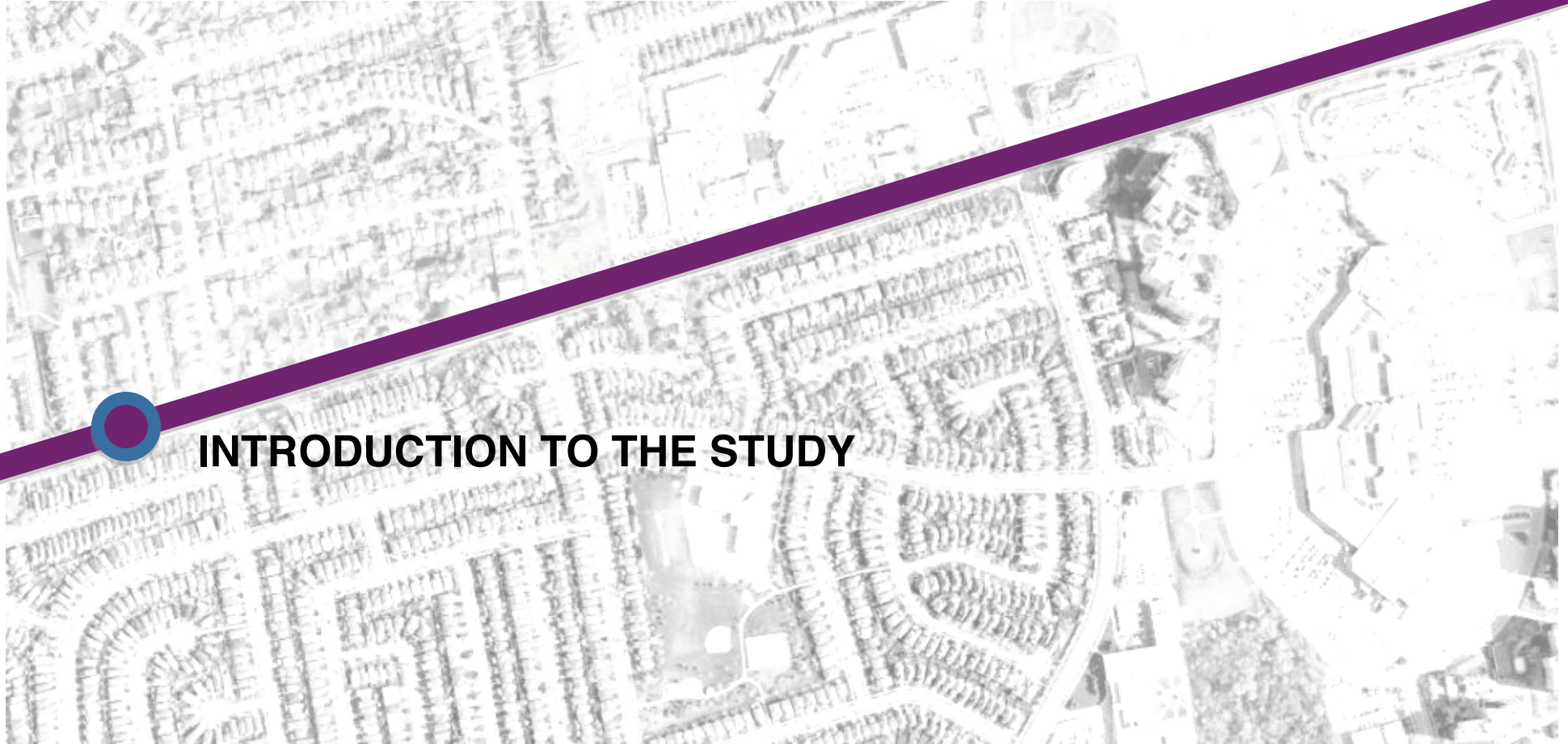
HOW WE GOT HERE

INTRODUCTION TO THE STUDY

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INTRODUCTION TO THE STUDY

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1 INTRODUCTION TO THE STUDY: THE TEAM

Project Lead

The Planning Partnership



Strategic Advisors

Transportation

Poulos & Chung



1 INTRODUCTION TO THE STUDY: STUDY AREA



- Approximately **3 km** in length
- Extends from **Bathurst Street** in the east to **Highway 7** in the west
- Includes the lands **fronting Centre Street** on both the north and south sides, as well as considerations for the **Promenade Mall**

1 INTRODUCTION TO THE STUDY: PURPOSE



- Prepare a preliminary **Urban Design Framework** and detailed **Urban Design Guidelines**
- Prepare a **Streetscape Master Plan**

1 INTRODUCTION TO THE STUDY: OBJECTIVES



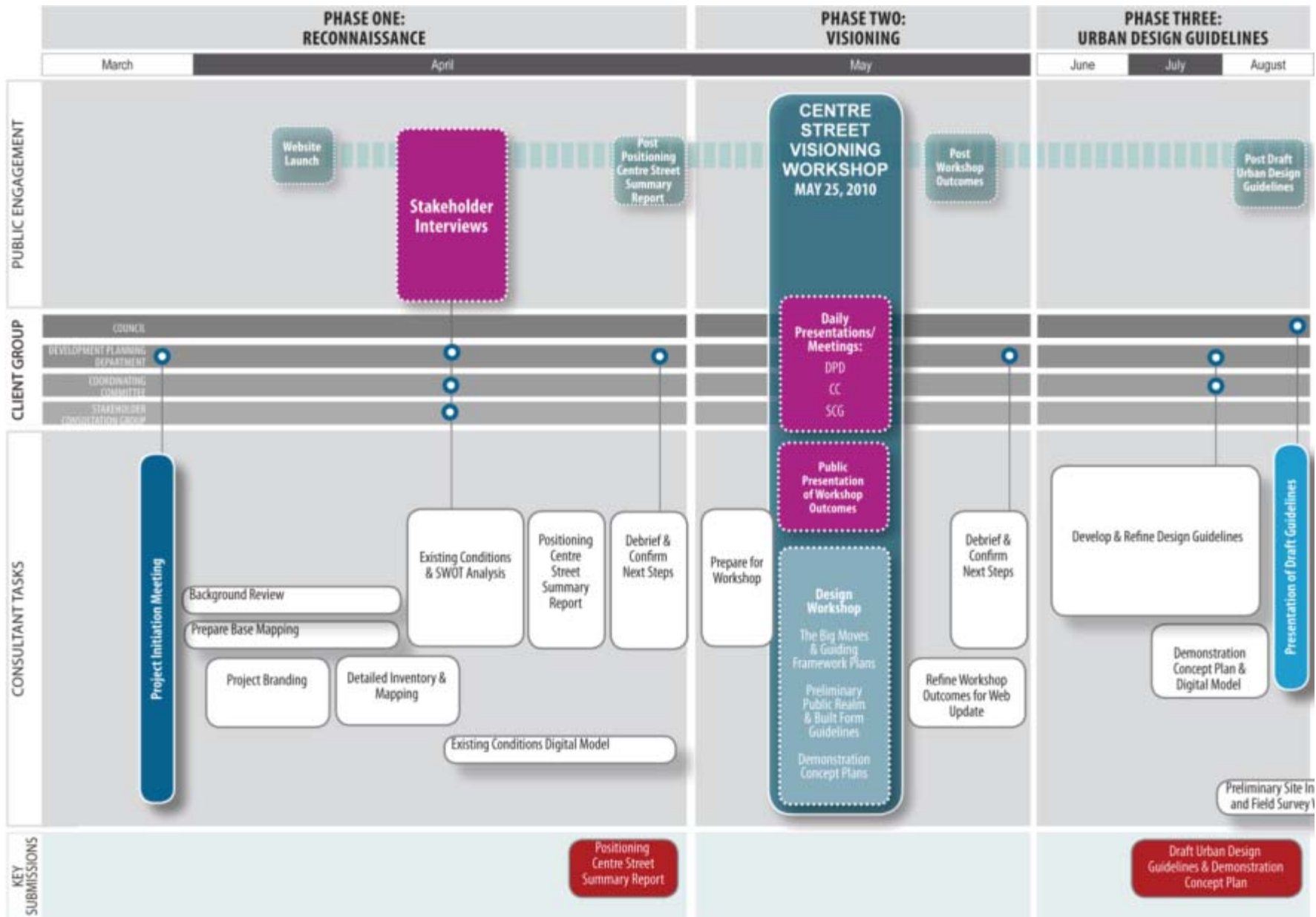
- Create a **destination** with a strong **visual identity** and **sense of place** by enhancing the **landscape** and **built environment**
- Promote **high quality** by enhancing the **streetscape**, **open spaces**, **pathways**, **architecture** and **amenities**

1 INTRODUCTION TO THE STUDY: OBJECTIVES

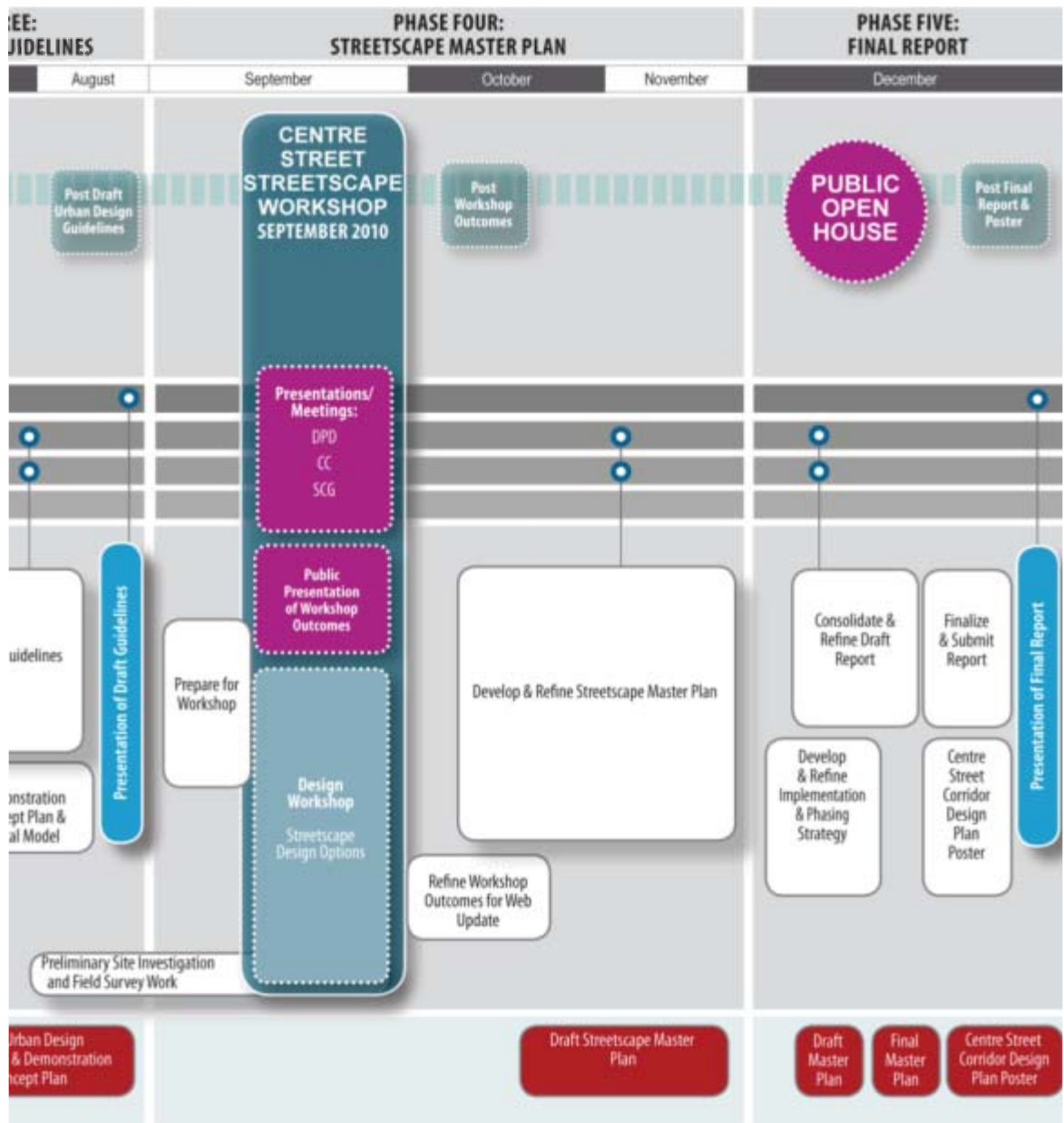


- Develop a **mixed-use** corridor based on the following principles:
 - Evolve from an **auto-oriented** street to a **multi-modal** corridor
 - Enhance the **pedestrian experience** and **facilitate pedestrian movement** throughout the area
 - Provide a **unified** and **high quality streetscape** design
 - Integrate **environmental sustainability** into the design
 - Ensure **development** is of an appropriate **scale** that **engages the street** and **transitions to the neighbourhoods**
 - Ensure that all **public and private spaces** are designed in a manner which is **accessible, safe** and subject to **informal surveillance**

1 INTRODUCTION TO THE STUDY: PROCESS



1 INTRODUCTION TO THE STUDY:



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An aerial photograph of a city street grid, showing a dense pattern of streets and buildings. A thick purple diagonal line runs from the top right towards the bottom left. A blue circle with a purple center is positioned on this line, marking a specific location in the city grid.

HOW WE GOT HERE

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2 HOW WE GOT HERE: PLANNING BACKGROUND

1977

OPA 70 (Thornhill Vaughan Community Plan)

- Secondary Plan for the new Thornhill/Vaughan community
- Provided the direction to create a new Town Centre west of Bathurst

1997

OPA 210 (Thornhill Vaughan Community Plan)

- Since 1997, **10 complete and 2 neighbourhood plans** have been completed
- Established a structure of **centres, sub-centres and neighbourhoods**

2004

Thornhill Centre Street Study

- desire for a **more pedestrian friendly street, improved pedestrian connections** between the Town Centre North and Promenade Mall and to improve the streetscape.
- Identified **3 distinct character areas**
- Recommended future transit consider **a reserved lane on the south side** of Centre Street
- Recommended Landowners **consolidate driveways and provide interconnected laneways**
- Recommended the **creation of Urban Design and Public Realm Guidelines**

2005

OPA 671 (Thornhill City Centre) / OPA 672 (Centre Street)

2 HOW WE GOT HERE: PLANNING BACKGROUND

2005

Provincial Policy Statement

- Directs policy on **matters of Provincial interest** related to land-use planning and development
- Supports the Provincial goal of **enhancing the quality of life** of all Ontarians
- Encourages **strong, livable and healthy communities**
- **Planning public streets, spaces and facilities to be safe**, meet the needs of pedestrians and facilitate pedestrian and non-motorized movement

Highway 7 Corridor and Vaughan North-South Link EA

- Dedicated transit lanes on Centre Street between Hwy 7 and Bathurst St.
- Two transit stops, Dufferin St. and Promenade Mall with a potential stop at Vaughan Rd.

2006

York Region Transit Oriented Development Guidelines

- Promotes **pedestrian-scaled environments** at the street level through **frontages that are active and that address the street**
- **Enhance the public realm around stations** and in between stations

Growth Plan: Places to Grow

- Growth plan for the Greater Golden Horseshoe
- Promotes **well-designed communities** that offer transportation choices and accommodates people at all stages of their lives

2 HOW WE GOT HERE: PLANNING BACKGROUND

2007

Vaughan Pedestrian & Bicycle Master Plan Study

- Centre Street is identified as a **Community bike route** that is paved and signed through widening and a part of the **existing pedestrian trail system**
- **80% of cyclists surveyed felt unsafe** on the streets of Vaughan
- Encourages **pedestrian-friendly built environments**, reinforced by a connected pedestrian and cycling network
- **Provides design guidance** for pedestrian pathways and bicycle routes

Vaughan Crime Prevention through Environmental Design (CPTED) General Guidelines in the Development Review Process

2008

Vaughan Parks, Recreation, Culture & Libraries Master Plan

Green Directions Vaughan: Community Sustainability and Environmental Master Plan

2009

Vaughan Vision 2020 – Strategic Plan

- Support and coordinate land use planning for high capacity transit at strategic locations in the City

2 HOW WE GOT HERE: PLANNING BACKGROUND

2010

Draft Vaughan Official Plan

- Provides policies on how land should be used, directs where the types and intensity of uses should go
- The draft Vaughan OP promotes:
 - Creating strong and diverse communities
 - Promoting design excellence and the creation of memorable places
 - Creating a green and sustainable City
 - Arterial Streets will be a focus for placemaking and streetscape improvements
 - Have buildings that front onto a public street

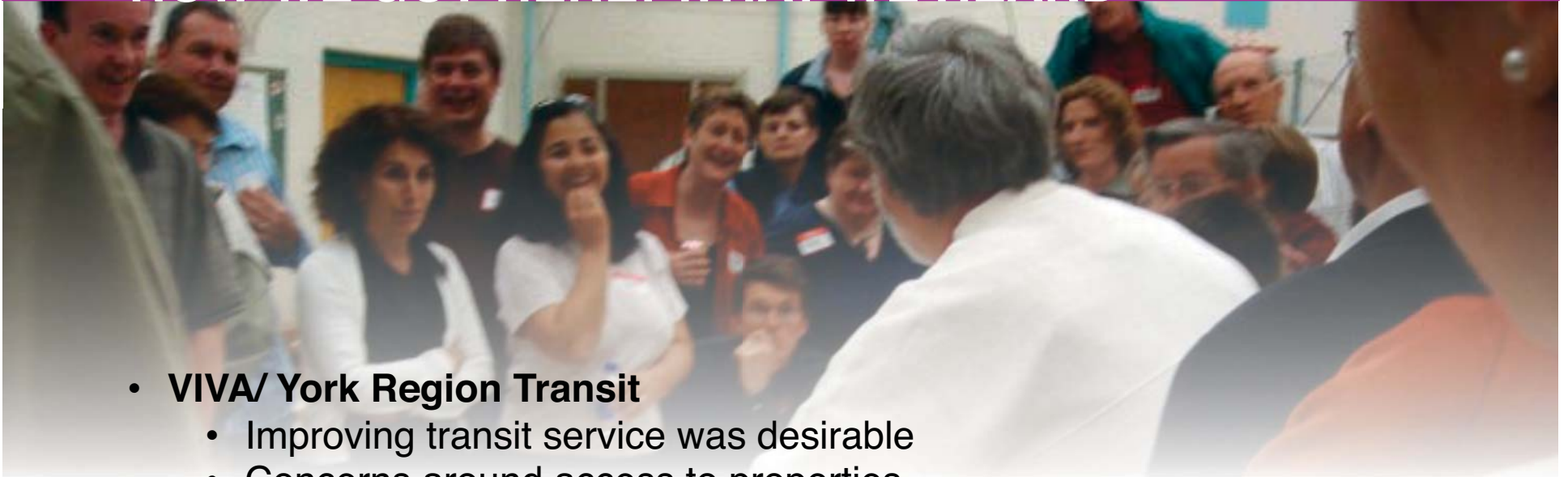
Centre Street Corridor Urban Design Guidelines & Streetscape Master Plan

2 HOW WE GOT HERE: WHAT WE HEARD



- Stakeholder Focus Group sessions were held on April 28, 2010
- Met with the following:
 - Landowners,
 - Brownridge Ratepayers Association,
 - Concord West Ratepayers Association,
 - Councillor Sandra Yeung-Racco and staff from the City of Vaughan Development Planning Department

2 HOW WE GOT HERE: WHAT WE HEARD



- **VIVA/ York Region Transit**
 - Improving transit service was desirable
 - Concerns around access to properties
 - Don't want to see a repeat of the mistakes the TTC made along St.Clair Avenue West
- **York Region Approvals**
 - Opportunities to improve the lines of communication pre- and post-development
- **Parking**
 - Consensus that opportunities to introduce on-street parking should be explored further, but some felt that on-street parking may require additional land dedication and they are not supportive of that

2 HOW WE GOT HERE: WHAT WE HEARD



- **Density**
 - Some felt that increasing densities would help to attract others to the area and support the local businesses, while others disagreed
- **Built Form Design**
 - Generally agreed that the pitched roof buildings fit well into the neighbourhood
 - “Main Street’ type buildings along Disera Drive are a positive contribution
 - Buildings should use more interesting materials and design and be user-friendly
 - No more automobile-oriented retail plazas
- **Public Realm**
 - Landscaping and benches should be introduced along the south side